

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

JESSELTON, KUDAT and SAN "BORNKO" (T. 5,050) SATURDAY, 17th Dec. 11 A.M.

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" (T. 6,750) WEDNESDAY, 23rd Dec. at Noon.

MANILA, YAP, MARONN, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE "COBLENZ" (T. 6,750) SATURDAY, 31st Dec. at Daylight.

OBE and YOKOHAMA "PRINZ WALDEMAR" (T. 6,100) About TUESDAY, 10th January.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 15th December, 1910.

To Let.

TO LET.

A HOUSE in KNUXTFORD TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th November, 1910. [70]

TO LET.

21, CONDUIT RD., CLIFTON GARDENS. 1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES, No. 2, CONNAUGHT ROAD 3rd Floor. A HOUSE in WONG-WEI-CHONG ROAD, OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL, 1st Floor. SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd November, 1910. [59]

TO LET.

GODOWN No. 14, DUNDRELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1910. [51]

Intimation

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes. 10.00 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 15 minutes. 1.15 p.m. to 2.15 p.m. Every 15 minutes. 2.15 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. Every 10 minutes. NIGHT CARS. 6.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS:

5.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.00 noon. Every 15 minutes. 12.00 noon to 1.00 p.m. Every 15 minutes. 1.00 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 10 minutes. NIGHT CARS as on Week Days.

SATURDAYS:

Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 24 April, 1909. [19]

Intimations.

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/4 yds. double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

HOOSAIN-ALI & CO., No. 14, QUEEN'S ROAD CENTRAL. Hongkong, 15th November, 1910. [65]

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application. Coast Port Orders carefully executed.

Hongkong, 6th September, 1909. [45]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET, HONGKONG.

Hongkong, 2nd September, 1909. [1]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft. Width of Entrance 80 " Width of Entrance 50 " Width of Entrance 63 " Water on Blocks 18 " Water on Blocks 16 " Water on Blocks 12.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

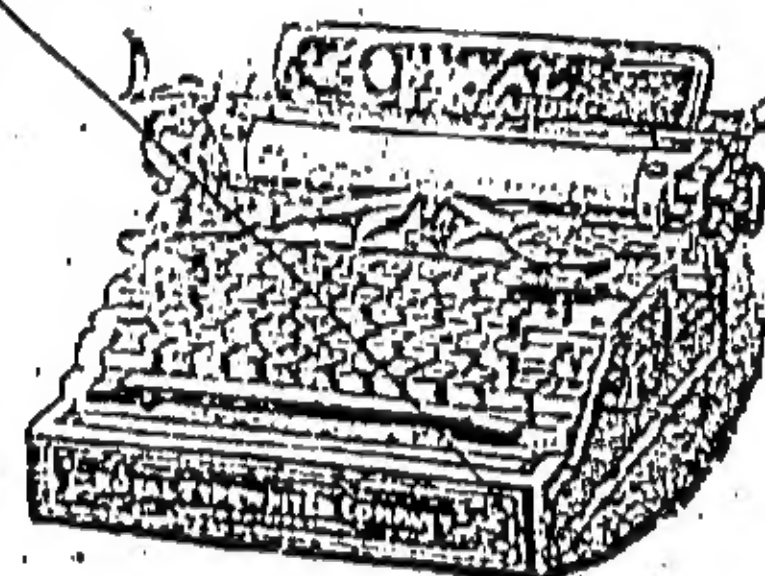
EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, fitted with derricks to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1392, Takashimacho Office 292, or 2050, Iritanacho Office 2151.

106 buildings, principally of brick and steel, 358 outbuildings. 13 buildings are private bonded warehouses. Floor area 73,311 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 tons derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910. [13]



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE DEPOT

62, DES VŒUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers,

Hongkong, 15th August, 1910. [41]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, & Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1908. [41]

F. BLACKHEAD & Co., SHIP CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUNDS FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAINLER'S PATENT MOTOR LAUNCHES, 20, 20, 20.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

ALWAYS IN STOCK AT REASONABLE PRICES.

EVERY KIND OF SHIP'S STORES AND REQUISITES

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

LAU PING KEE, DEALER IN USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

MONEY CHANGER.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 3rd November, 1910. [68]

HUNG ON & CO., SHOW ROOM AND STORE at the Premises formerly occupied by 'A CHEE & CO., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [41]

RUBBER ESTATE RETURNS.

	Ct.	Nov.	Jan.	Nov.
Allagar	8,555	3,250	3,877	
Alor Pongau	2,961		1,118	
Alor Gajah		370	1,072	
Alma	1,200	1,500	7,350	
Anglo Malay	61,259		575,477	
Ayer Kuning	400		2,586	
Ayer Molek	7,098		18,838	
Ayer Panas	1,265	2,100	7,705	
Baligowale	8,481	9,959	94,877	
Batak Rabi	1,718		5,163	
Banteng	4,810		24,127	
Batu Caves	15,572		119,642	
Batu Tiga		11,251	75,122	
Bernam	1,100	1,500	2,600	
Bertam			83,893	
Bikam	3,335		20,101	
Brioh	1,718		7,610	
Bukit Kajang	5,664	7,833	48,191	
Bukit Rajah			308,965	
Bukit Lintang	4,750	6,100	45,820	
Bukit Timah	1,357	1,246	6,574	
Bukit K. B.	601		2,196	
Daki Chelaka	4,000		4,000	
Carey United	10,250	10,750	107,050	
Castlefield			31,168	
Changkat Serdang	2,955		29,144	
Changkat Salak	2,344	1,919	11,391	
Cheng	915	1,100	3,045	
Cleely	15,126	15,318	124,725	
Consolidated Malay			169,920	
Candonia	23,641		202,868	
Chabour			8,774	
Cheremose	2,312	3,612	16,554	
Chota	500	1,470	2,500	
Dampier			258,100	
D. Milson	440	915	1,355	
Edinburgh	8,000		61,950	
Federated (Selang.)			91,348	
F.M.S. Rubber	14,670	35,950	494,482	
Gedong			117,100	
Gleensly	2,094	2,132	19,797	
Glenahol	5,317	6,016	40,856	
Golden Hope	8,527		60,809	
Golconda			104,436	
Gula Kalampong	12,000		32,860	
Hal Ken	627		3,130	
Harpender	12,512	11,703	81,645	
Haytor	608	144	2,318	
Heawood	1,384		6,561	
High & Lowlands	48,253	49,477	459,573	
Jach Kenneth	16,169	17,447	146,321	
Jadragiri	785		4,663	
Jimah	450		552	
Jagra			60,583	
Jebong	23,850		186,250	
Kapar Para			97,816	
Kamuning	9,800	10,360	117,972	
Kempsey			27,134	
Kepong	5,252		31,639	
Kiebang	359	473	1,435	
Kota Tinggi	50		4,998	
Kuala Klang			16,592	
Koran	31,097		137,765	
Krian Rub. Rd.	4,101		29,554	
Kuala Lumpur	54,510		455,756	
Kuala Selangor	7,000		7,000	
Laba	10,102	20,128	181,288	
Lanadon	28,425	19,916	359,918	
Ledbury	10,882	12,310	121,761	
Linggi	82,000	82,000	751,500	
London Asiatic	20,777		131,565	
Malaka Flats	512		1,794	
Malacca Plant	55,000		255,000	
Mandal Tekong	720	937	2,361	
Menton	2,434	2,335	16,741	
Merong	731		2,354	
New Serendah	80	120	430	
New Singapore			41,018	
North Hammock			83,405	
Nova Scotia			910	
Padang Jawa	920		910	
Pajam	3,600	4,470	29,730	
Patani		219	1,391	
Patting	30,620		165,541	
Pegoh	5,571	6,009	42,000	
Pengkalan Durian	985	1,405	5,241	
Perak Plant			98,688	
Port Dickson	1,150	1,613	8,131	
Radella	1,534	1,712	11,415	
Rambia	1,415	1,618	9,931	
Riba Rubber	7,027		54,853	
Rubana	21,750		131,779	
Ratanul	2,500	2,750	16,514	
Riber Growers Assn.	3,997		25,230	
St. Helen	170	262	1,165	
Sengat	6,200	9,017	72,778	
Selabs	9,000		58,108	
Sengel Ohoh	4,550		41,047	
Sengel Kapar			120,256	
Sandycroft	10,169	10,115	87,706	
Seaheld			35,504	
Selangor			237,792	
Seremban	24,387		315,501	
Sembawang	838	941	3,852	
Senawang	8,168	9,868	65,141	
Shelford	10,000	11,000	60,301	
S'pore & Johore	14,421	15,641	116,007	
Singapore Para	5,250	4,250	53,825	
Straits Rubber	44,150		240,030	
Sungai Salak	5,083		16,640	
Sungai Way	10,118		47,969	
Sungai Chumor	1,889		6,668	
Seaport	870		2,616	
Tambalak	970		4,125	
Tanjong Mallin	800	1,700	5,950	
Telik Anson	7,052		6,789	
Tali Ayer	14,481		102,319	
Trajalgar	318		2,621	
Tremolby			33,865	
Talping	500		2,452	
Ulu Pandan	530	574	3,885	
United Singapore	2,228	7,460	15,247	
United Sumatra	5,202		41,136	
Vallambrosa			101,400	

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

PO SING.

JEWELLER AND SILVERSMITH, NO. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

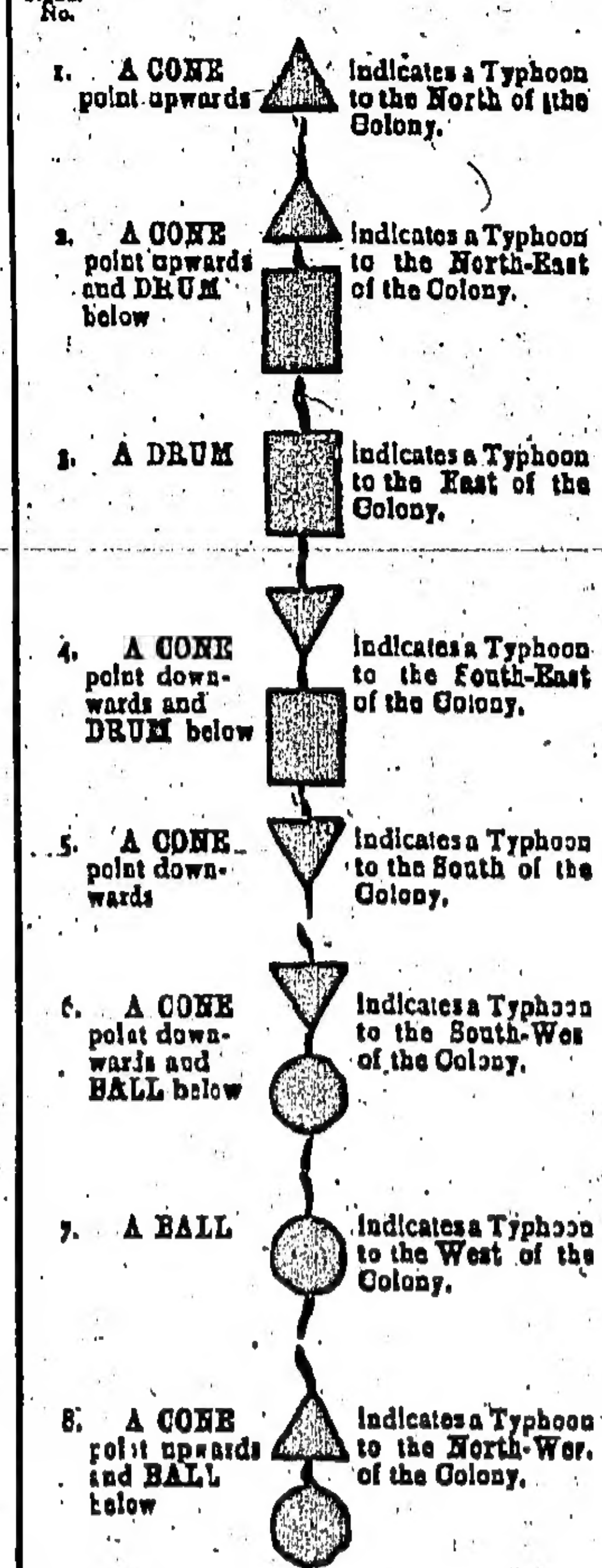
Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910. [68]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR.

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 16, 1910.

FORTIFICATIONS.

The news which we have received from the latest Washington despatches via Manila serve to show that the Americans are in real earnest in their projected scheme of fortifications for the strategic points in the Philippine Islands. President Taft in his Message to Congress states that the Chief Executive asks that Manila be made impregnable to attack from without and that Congress assist in every way possible to bring this about. The President makes an exhaustive report to the Congress of the details of his recent trip to Panama, and he requests that an appropriation of \$19,000,000 be made for the fortification of the Panama Canal and the two approaches thereto. We cannot but sympathize with the United States in their endeavours to make impregnable their bases in the Philippine Islands. Ever since the Duke of Connaught's visit to Hongkong some years ago, this Colony has been going ahead in the matter of fortifications in a manner that would cause the scales to fall from the eyes of some of our G.O.C.'s of former days, who were quite content to bask in the false security of obsolete guns perched upon Stonecutters' Island and the Harbour slopes of Lyceum. Now we see the Peak batteries armed with guns of modern calibre: bristling with weapons on the seaward side. On the Kowloon hills as well there is more heavy artillery mounted, commanding the approaches to the Port, than most residents of the Colony are aware of. His Royal Highness of Connaught apparently grasped the real kernel of the situation during his visit to Hongkong when he ordered the discardment of out-of-date defences and their replacement by others which were modern and effective. In Manila, the erection of fortifications will present more difficulties than we in Hongkong have had to overcome, for there the land is practically flat whereas here we have the advantage of lofty hills for land battery purposes. General Arthur Murray, Chief of the U.S. Coast Artillery Corps, says in his report to the War Department that the importance of the early completion of the Manila and Subing bases cannot be over-estimated. "Whether viewed from a military standpoint or from the standpoint of the broadest national policy," he says, "the

necessity for secure defences for these localities, the *sine qua non* for the successful conduct of a war which involves the Pacific Ocean as a theatre of operations must be apparent to the most casual observer. The completion of the fortification projects for the localities will involve an expenditure of only \$3,828,959, and I renew the recommendation made in my report of last year that the War Department, in presenting to Congress the needs of the military service, lay special stress upon the importance and urgency of the early completion of the defences of the insular ports now being fortified." All of which points to a settled conviction in the American view that the next great war which is to rack the nations of the earth will be fought out in the theatre of the Eastern Seas. That Hongkong will bear its share in the brunt goes without saying and it is gratifying to know that we are prepared and that our own fortifications are receiving every possible attention from the Defence Authorities.

THE SOURCE OF PUBLIC OPINION.

Perhaps the most useful function of the Press is to inspire into men the spirit of co-operation. Among the Chinese more than among Englishmen, one is liable to hear such a sentiment as "Yes, things are in a bad way, a remedy ought to be found, but no deed or word of mine can change them." Now it is without doubt true that no single deed or word of one single individual can change a condition of affairs that affects a whole community. The cannibalism of Fiji was not corrected into vegetarianism by the distaste for its practice felt by a Fijian philosopher who was regarded as an anarchist and probably punished for his originality of opinion by being cooked and eaten by his fellow-citizens. The snobbishness of, not Hongkong, of course, but any other Crown Colony, may not be altered by any single act or word of any single anarchically-minded bank clerk, or red, radical, catch engineer. But cannibalism, nevertheless, no longer is regarded otherwise than platonically in Fiji, and the philosopher aforesaid had a great deal to do with its abolition. And in a certain Crown Colony, not Hongkong, of course, even Scotch engineers have been known to look upon the most aristocratic of bank clerks with friendly comradeship, and big Taipans constantly dine with quite poor Magistrates and Captains or Deputy Superintendents of Police. This abolition of the snobbishness of cannibalism in Fiji, and the cannibalism of snobbishness in the British Colony, was not due to single individual effort. It was the result of a general attitude of mind, if not of appetite. When we, therefore, and our colleagues of the Press endeavour to inform the public mind and to excite it even, our efforts are not by any means futile. "Many a little makes a muckle," and there is many a quiet and unassuming man who has little notion of the strong effect which his sincere and earnest convictions exert upon the people around him. We remember a modern Mrs. Malaprop some years ago who used to delight London playgoers by declaring, in the course of a now-alas!-forgotten play, that "her voice would n't be like that of a pelican howling in the wilderness." It was not, And, to be serious, no more is that of any honest man with opinions honestly held. It behoves us all, therefore, first to be sure that we are honest in our efforts to acquire an opinion, and, secondly, to be thoroughly honest in upholding it.

BOOKS AND BORDS.

The "son of David, King in Jerusalem" had fewer fools to deal with than we few wise men have in these days, and he certainly had a smaller number of books in his library than a modern critic has to review. Yet he says that "of making many books there is no end; and much study is a weariness of the flesh." We have occasionally to recommend to our friends a new book. We never do so without a grave sense of responsibility. Why should men's time be wasted, and their minds be burdened, with stuff from which even the immortal Jewish Preacher would have refused to draw an individual moral? He would have dismissed such a book as the sorrowful thing which lies before us, as merely part of man's infinite ravity. "Edgar Allan Poe: A Critical Study," by Arthur Ransome, has been published by Martin Secker, of No. 5 John Street, Ad. Iph. and we wonder what mysterious reason induced a publisher to aid and abet the perpetration of such a work. Only by a recollection of the doctrine of Total Depravity can we see a clue to an explanation. "Man is born in sin and is desperately wicked; and anything that happens to him is only an aggravation of the hell he deserves." On this theory we can understand how this book was permitted to happen. Apart from a sketch of Poe's life, which Mr. Ransome entitles "Biographical background," the "Critical Study" consists of mere words strung together grammatically, intended to convey reflections on Poe's genius and his methods of literary composition. Quotations from Poe's works are liberally interspersed. This huge

mass of verbiage, variously divided under such titles as "Self Conscious Technique," "Analysis," "Metaphysics," "Frayed Ends," and (ave us and bless us!) "A Preliminary Note on Poe's Criticism" is palsy-sing; it stupefies the mind. After laboriously reading through the book, and after giving oneself a day or two to recover from it, one finds that there is not one single original thought in it, not a single useful idea that one had not realized already long ago. A book of this sort, that is to say, a sort of protracted review, must justify its existence by being supremely clever and interesting. It is the most difficult kind of writing to make readable, even to the learned. And in view of the enormous amount of stuff that gets itself printed now-a-days, we are forced to protest against the publication of the utterly useless talk of an unutterable bore. And in view of the inclination which this book has been to at least one usually kind reviewer, whose hospitable mind has been now entertained even German critics with pleasure, we might conclude on the ground that if the inverse of Ruskin's theory that "bad morality is bad art" be true, then this book must be called immoral.

THE DISPOSAL OF REFUSE.

In these days when the subject of Harbour pollution and disposal of town refuse is engaging so much attention in the Sanitary Board and amongst the community generally, it is rather surprising that not one of those who have entered the controversial lists has ever mooted the provision of a refuse destructor in Hong Kong. Such an addition to the effective working forces of the Department responsible for keeping the City clean would do a great deal to purify what is admittedly a very dirty town. All the great cities at Home and nearly all the larger towns have got refuse destructor in use. But we do not need to go as far away as that to find a model incinerator or in full working order. Kuala Lumpur, the beautiful capital of the Federated Malay States, is equipped with a very large destructor, capable of disposing of the whole of the town rubbish from day to day, and, as regards cleanliness, Kuala Lumpur challenges comparison with the best kept city in Europe. Of the rubbish which is constantly being conveyed away from Hongkong by junk to be dumped beyond the Harbour limits, we believe that a good deal is carried back into the Harbour by the strong tides that are characteristic of these waters. With our vast boat population, it is too much to expect that we can ever have an absolutely clean Harbour. But the erection of a refuse destructor would undoubtedly tend to improve things in this respect and it would be of incalculable benefit to the city itself.

LOCAL AND GENERAL.

A HARK n'ne feet in length has been caught off Calais.

WE have to acknowledge receipt of a very artistic wall-calendar from the Victoria Dispensary.

ANOTHER larceny. Mrs. Fischer, of the Peak Hotel, reports to the Police the loss of a brown fur valued at \$42.

SIX chair-coolies were fined \$5 each this morning, for causing an obstruction in Pedder's Street, opposite the Hongkong Hotel entrance.

TIMOTHY Murphy was sentenced to one month's hard labour at the Police Court this morning for not returning to the House of Detention.

A CHINESE youth was to-day awarded one week's "hard" and 14 strokes of the birch for the larceny of some cigars from the Cigar Factory at Yau-mai.

MRS. Jane Foley, whose death at the age of 101 has been recorded at Swatara, was a regular smoker and smoked until a few days before her death.

THE Straits Echo of the 5th inst. is authority for the statement that one of the old rubber trees on Wai's Hill is at present producing half a pound of rubber a day.

A QUEEN'S Road barber who has taken a prominent part in the queue-cutting campaign estimates that over 10,000 Chinese in Hongkong alone have had their queues cut off since the inception of the movement.

TWO men were charged before Mr. E. R. Hallifax at the Magistrate's Court this morning with keeping an eating-house in Central Street without a licence. The first defendant was fined \$10 and the second \$15.

WE are informed that the lad Wong Ts Kin who was charged at the Magistrate's Court yesterday with alleged attempted fratricide is not at present connected with St. Stephen's College, but was formerly a student in that institution.

FORTY-three sump owners were prosecuted at the Harbour Office this morning before Commander Basil Taylor, R.N., for anchoring in Causeway Bay without permission. His Worship ordered the defendants to pay fines of \$2 each.

THE novel sight was witnessed in Queen's Road in the forenoon to-day, when a lady and gentleman, apparently tourists, were seen going about the latter carrying a live pet eagle on his left arm. The bird seemed quite tame and appeared quite at home on the arm of his master. The hooting crowd under the verandah archways did not disturb its equal pose.

GOVERNMENT HOUSE.

OFFICIAL DINNER TO-MORROW NIGHT.

There will be an official dinner at Government House to-morrow night, the guests including:—Vice-Admiral Sir Alfred Wills, Commander Noble, Mr. Neville, Mr. Gask, Captain Lowder, Captain Grasshoff, Captain Kraft, Mr. Klavins, Captain Schurz, Dr. Herr and Mrs. Vorotich, Sir Paul Ch'ner, Mr. E. A. Hewett, General and Mrs. Anderson, Captain Simonds, Major and Mrs. Withycombe, Commodore and Mrs. Eyre, Commander and Mrs. Gregory, Captain Salisbury, Lt. Commander de Gerville, Mr. G. A. Croke, Sir Henry and Lady May.

Rear-Admiral Gohier will be unable to be present, having sustained a serious accident.

SAMPAW-WOMAN ROBBER.

THE YES BUI KED BY CONTRACTOR.

Two Chinamen hired a sampan at Shau-kei wan the other day between 8 and 9 p.m. to proceed to Sui Wan Ho. On arriving at the wharf there, the two men gorged the sampan woman and stole jewellery to the value of \$5.60, after which they disappeared in different directions. Later on, one of the men was arrested by a contractor who went ahead of the Police when the chase followed. The man appeared at the Police Court this morning and was remanded till to-morrow morning.

THE CRIMINAL SESSIONS.

The jurors summoned for the December Assizes will be required to be in attendance on Monday next, the 19th instant, at ten o'clock. It is notified, however, that in view of the general convenience of the public during Christmas week it is hoped that it will be possible to arrange for the Assizes to be adjourned till the first week in January.

CLAIM ON A PROMISSORY NOTE.

In the Summary Court to-day, Leung Tsau sued Wong Tsing, 33 Kowloon City Road, for a sum of \$800, money due on a promissory note. Mr. Dixon appeared for the plaintiff, who went into the witness-box and proved the debt. The defendant did not appear. Judgment was given for the plaintiff with costs.

CLAIM FOR BEER SUPPLIED.

Before the Police Judge this morning, Karl Brandes sued W. Stewart, Seamen's Institute, for a sum of \$48, being money due for "O. B." beer supplied. There was no appearance for the defence. Mr. Christopher Wilson represented the plaintiff.

Mr. Brandes, having been sworn, stated that the defendant had admitted the debt. He promised to pay but had not done so.

Judgment was given for the plaintiff with costs.

CHASS.

The challenge of Mr. J. Fernstein to play ten opponents simultaneously attracted a goodly number of chess-lovers to the City Hall Library yesterday afternoon. Hon. Mr. H. E. Pollock, K. C., who was responsible for getting up the match, had to leave but he could finish his game with Mr. Fernstein and a draw was declared. The results of the other games were as follows:—Draws—V. B. Souza, H. M. Basto, and J. Dady Bu-jir; losses—P. A. Rosario, M. J. Danenberg, D. E. Carvalho, F. E. Carvalho, J. A. Carvalho and K. A. Dastur.

DURING the period from April 1st to June 30 this year ninety-seven steam and sailing ships representing 116,150 tons, were lost or condemned. Of these twenty-seven, representing 5,216 tons, belonged to the United Kingdom.

THE Penny Postage Bill, lately introduced in the Australian Federal Parliament by the Postmaster-General, providing for penny postage throughout the Commonwealth and to the United Kingdom, beginning next year, has passed both Houses.

OF the thousands of rebels who were in the outbreak at Myin-Ma in the Sagay district three have been killed and 15 have been arrested, says Reuters' Rangoon correspondent. Maung-Po, the leader of the movement, is being closely pursued by the military police.

ADMIRAL FRENCH, writing of universal service in the Paris *Matin*, says that Great Britain must have a powerful national Army, since all the *Dieudonnés* in the world would be powerless to defend India in case of an offensive alliance of Pan-Germanism and Pan-Islamism.

AS a result of the approaching increase of the naval forces in the North Sea, 600 additional men, 1,000 (it is stated on reliable authority) will be posted at the Royal Dockyards, says the *Morning Leader*. It is said also that a new *Dreadnought* is to be stationed in the Medway and worked from Sheerness instead of Chatham.

MRS. H. Price and C. Co., Ltd., are offering as a special inducement, 10 per cent. discount off all the cigarettes and tobaccos of the Ardath Tobacco Company of London. This includes "Qao Vidin" cigarettes, "Turkish Leaf No. 1," "Chief White" and "Woolf" cigarettes, and Ardath Navy Cut. This reduction should appeal to all smokers, as the productions of the Ardath Tobacco Co. are well known, and the offer will only remain open during the Festive Season.

AMONG the attractions which are announced in connection with the Moro Provinces Fair to be held at Zamboanga, particulars of which appear elsewhere in this issue, will be four Military Bands, a sham attack on Fort Pilar, cavalry and riding, baseball games, picnics, contests, boxing, etc., and a number of numerous side-shows. The Philippine Squadron of the United States Navy will be in Zamboanga during Fair week. Daily concerts and various contests will also be held daily.

A COMPRADORE'S GUARANTEE.

CLAIM ON A MORTGAGE.

This afternoon in the Supreme Court, the Chief Justice, Sir Francis T. Pigott, heard a case in which Abdoolhussen Abdoolahim, architect, 34 Queen's Road Central, brought an action against Mok Han Wo and three others for enforcement of a foreclosure or sale of a mortgage held by plaintiff on certain land property in Hongkong and Kowloon. Mr. Eldon Potter (last acted by Mr. E. Davidson & Messrs. Hastings and Hastings) appeared for the plaintiff. The defendants were unrepresented.

Mr. Potter stated that of the four defendants, two of them had appeared to the writ but had filed no defence nor taken any other steps. He now formally moved for judgment on the terms of the statement of claim.

His Lordship said he would like to hear something more about the case.

Mr. Potter replied that it was all set out clearly in the statement of claim. The plaintiff Abdoolhussen Abdoolahim was attorney for one Abdoolhussen Abdoolahim, administrator of one Abdoolhussen Abdoolahim, deceased, transferee of a mortgage dated 9th April, 1907, as between the defendant of the first part, Mok Chun Man and Chiu Ken of the second part, and Abdoolhussen Abdoolahim of the third part; and he claimed to have an account of what was due to him for principal, interest and costs on the mortgage and that the said mortgage be enforced by foreclosure or sale. By a compradore agreement dated the 9th April, 1907, the defendant became compradore of the firm of Abdoolahim & Co., merchants, and together with the other two Chinese defendants he assigned to Abdoolahim Abdoolahim, the principal of the firm, a mortgage on certain lands in Kowloon to secure the firm against any losses or defaultations caused by the compradore. This mortgage deed was transferred by the firm to Abdoolhussen Abdoolahim, who died on the 15th of February, 1907, leaving his property in trust for his son who was now in India and was not yet 21 years of age. Letters of administration on the estate had been granted to the plaintiff on the 20th May, 1907. A sum of over \$5,000 was due and owing by the defendant Mok Han Wo to the plaintiff as administrator to the transferee of the mortgage. The plaintiff had been in possession of the property comprised in the mortgage since 1st February, 1907.

His Lordship—How do we know that the son is under the age of 21? Will you prove that he is under the age?

Mr. Potter—He is under the age, my Lord. But we do not have to prove anything. The other side have not entered a defence, and as a matter of fact we have to prove nothing. They have waived all their rights by failing to enter a defence in any shape or form.

His Lordship—But you would be upset altogether if he were over 21, whether they defended or whether they did not. Can't you find fault?

Mr. Potter (after consultation with his instructing solicitor) stated that the plaintiff, who was present, could prove that fact.

Abdoolhussen Abdoolahim then went into the witness-box and deposed that the son was only 19 years of age. He knew him intimately and saw him last when he was home in India three years ago.

Mr. Potter remarked, in regard to this form of the order, that two of the defendants, Mok Han Wo and Mok Chun Man, had already assigned to the plaintiff the whole of their interest in the properties in question and he did not ask for an order against them. The High Court of the other two defendants were still intact. Slightly speaking, they could ask for an order against all four defendants, but it was not necessary. The two first defendants had given them all they could give them.

His Lordship accordingly made an order against the last two defendants, the redemption of the property to be within six months.

EXCESS OF PASSENGERS.

LAUNCH MASTER HEAVILY FINED.

Before Commander Basil Taylor, R.N., at the Harbour Office this morning, L. S. Liao by Murphy charged L. L. master of the steam-launch *To Hing*, with (a) carrying 16 passengers in excess of the number allowed by his licence, on the 8th inst., (b) carrying 16 passengers in excess on 9th inst.

Mr. Reader Harris, from the firm of Messrs. Wilkinson and Grist, appeared for the defendant.

Evidence was called and his Worship held that the owner should not allow his employees to overcrowd passengers in the launch and the fact of his being their employer as well as owner of the launch gave him all the more control over them. A \$50 fine was imposed on the defendant on both counts.

This is the second occasion on which the defendant has been brought up for a similar offence within a fortnight. On the previous occasion, defendant was fined \$100.

A JUDICIAL EXPLANATION.

BY THE CHIEF JUSTICE.

Deferring up to the ordinary business in the Original Jurisdiction of the Supreme Court to-day, the Chief Justice, Sir Francis T. Pigott, said he had been asked to correct a misapprehension which had arisen from a paragraph in his recent judgment in the Lock-Hing case—an action by the contractor against the owner of the house. He (the C. J.) had said that it seemed to be customary for the occupants not to allow the contractors to have a copy of the contract. That appeared from the evidence and he supposed it was owing to the fact that the case did not go to a conclusion that it was contradicted; although he observed that on an earlier case it was a fact. But he had now been told by all the architects that it is the custom for the contractors to have a copy of the contract if they chose, and therefore he was anxious to correct the misapprehension to which his judgment had given rise.

ALLEGED MURDER AT KOWLOON CITY.

MAN AND WIFE SUSPECTED OF COMMITTING FOUL DEED.

A Chinaman and his wife, who were charged at the Magistrate's Court this morning with the alleged murder of a woman on the night of the 15th inst. at Kowloon City and larceny of property to the value of about \$50. After committing the deed, the couple are said to have disappeared and were arrested yesterday at Ping Chow by Sergt. Gordon.

The defendants were lodged in the 220 B house as the deceased, and on the morning following the murder, the neighbours discovered the body and found that the defendants had made themselves scarce. The case was remanded.

A SMALL DEBT CASE.

In the Summary Court this forenoon, before Mr. Justice F. A. Hazland, a case was called in which Messrs. Watkins, Ltd. sued H. Levy for a sum of \$11.35, due in respect of goods supplied. Mr. Crowther Smith of Messrs. Crowther and Smith represented the plaintiff. Defendant appeared in person, and admitted that he owed the amount claimed.

His Lordship—Why don't you pay? Defendant—I cannot pay it at present. I have nothing to do. I have paid them several bills before.

His Lordship—Do you want time? Defendant—Yes; I think I could do it in a month's time.

His Lordship gave judgment against the defendant but stayed execution for a week.

SCHOOL FEES IN DISPUTE.

This morning before Mr. Justice Hazland in the Summary Court, a case was called in which Li Hon Fan, a schoolmaster, sued Li Sui Sze, the father of one of his pupils, for \$37.85, school fees alleged to be due. Mr. Stevenson appeared for the defence and asked for an adjournment.

His Lordship—What is your defence—that he has not been teaching your boy?

Mr. Stevenson—No, my Lord; it is that the plaintiff's conduct has rendered it impossible for the boy to attend the school.

The case was adjourned for hearing till the 23rd proximo.

ANOTHER OPIUM SEIZURE.

BIG CAPTURE ON BOARD THE "KOREA."

Sergt. Davis, of the Water Police, boarded the s.s. *Korea* yesterday and seized over 2,000 lbs. of prepared opium. The drug was stored in the fore part of the ship and very cleverly concealed in three large trunks. No party appeared to claim the opium, and which was forfeited to the Crown.

This is the second big seizure within a week under similar circumstances. The previous haul was effected on the 9th inst. and consisted of 1,405 lbs. of opium which was discovered on board a sampans.

NEWS FROM THE NORTH.

[Spec. Hy. Translated for the Hongkong Telegraph].

FAILURE OF RICE CROP.

The Viceroy of the Twoiang is memorializing the Throne, stating that the rice crop this year in Kiangsu is fairly abundant, but owing to the shortage of crop in Hsuehchow, the price of the staples in that market is still very high, although the new crop has been put upon the market. The Viceroy is therefore requesting to grant him permission to remit only one-third of the amount of the tribute rice in Peking. He proposes to advance a loan to make up for the shortage to Peking instead of sending the commodity. The memorial has been forwarded to the Ministry of Finance for consideration.

A BIG LOAN.

The Minister of Finance, Dake Tsai-tie, proposes to ask the National Assembly himself and explain to its members the objects of the ten million pound loan. He will describe the manner in which the loan will be used and acquaint the members with the terms of the agreement, so as to dispel any doubts that may have arisen in the minds of the people regarding this question.

PRIVILEGE GRANTED TO HIGH OFFICIALS. The Minister of Foreign Affairs, H. E. Chow Chia Jui, the Minister of War, H. E. Y. M. Chang, the Minister of Posts and Communications, H. E. Tang Shao-yi, the Lieutenant-General of the Plain Red Chinese Banner, Se Leng O, the Junior Vice-minister of Finance, H. E. Chen Ping-jui, and the Deputy Liut-General of the plain yellow Manchurian Banner, H. E. Chang Pu, are granted permission to ride within the Forbidden City as a mark of honour by the Prince Regent.

ALLORED ILL-TREATMENT OF CHINESE IN DUTCH EAST INDIES.

The representatives of the Chinese residents in the Dutch Indies have arrived in Peking and called at the Ministry of Foreign Affairs and the Ministry of Agriculture, Industry and Commerce. They made a long statement about the alleged ill-treatment to which the Chinese residents have been subjected at the hands of the Dutch Government and requested the Ministry to extend them their protection.

AN AWKWARD SITUATION.

With reference to the loans proposed to be raised from the four groups of foreign bankers, the Minister of Foreign Affairs and the Ministry of Posts and Communications are reported to be trying to shift their obligations. On the 8th inst., H. E. Naitung held a conference on the matter at the Grand Council. The Ministers concerned intended to consult with the Minister of Corps in Peking with a view to transferring the loans for the use of the Seachuan-Tibet Railway.

THE CONSPIRACY CASE.

DAILY REFUSED.

The case was continued before Mr. E. R. Hallifax at the Magistrate's Court, in which Wong Tsz Kiu, formerly a student of St. Stephen's College; Mak U Chiu, an unemployed seaman; and Chiu Chiu, an unemployed vehicle driver, were charged with alleged conspiracy to murder one Wong Pak Chiu, aged 9 years, and Wong So Chiu, 5 years of age. Chief Detective Inspector Hanson prosecuted and Mr. J. P. Gardiner appeared for the defence in place of Mr. Davidson.

Chief Detective Inspector Hanson was called and stated that at 5.30 p.m. on the 14th last he entered 31, Elgin Street. On reaching the second floor, he entered the back room. He saw the three defendants in the room and stood guard on them were three Chinese detectives, whom he had sent there with instructions to arrest the three defendants on a warrant, which was produced.

Mr. Davidson received his cross-examination from the next hearing.

Mr. Hanson asked for a remand.

His Worship (To Mr. Gardiner)—Have you any objection?

Mr. Gardiner—None whatever, your Worship, provided that bail is allowed. I understand the Police have no objection.

Mr. Hanson—objection to bail.

Bail was refused and the case was remanded till Tuesday next at 10 a.m.

SPORTING.

TOMORROW'S FIXTURES.

The following are the fixtures for tomorrow:

LEAGUE CRICKET.

Hongkong Cricket Club "A" vs. Cragin-gower Cricket Club, on the Cricket Club ground.

Civil Service Cricket Club vs. Royal Engineers.

Remnants vs. York on the Naval ground.

The following players will represent the H. K. C. C. "A"—Hon. Dr. J. M. Atkinson, Dr. G. E. Aubrey, E. A. S. Fowler, H. Hall, H. Hancock, P. Jacks, A. O. Lang, R. Lowe, A. Mackenzie, Rev. S. W. Payne, H. D. Sharple.

The Civil Service will be represented by the following:—H. T. Jackman (Captain), P. E. O. Bird, H. R. Phillips, G. Buitlock, A. E. Dixon, A. G. Fife, J. McEwen, J. McKay, H. Ellis, F. Dailly, F. J. Ling, Retevens, A. Tucker, F. Buelo, A. M. Thornton and E. W. Dawson.

"The Remnants" will be represented by:—A. H. Young, G. A. Cooke, R. A. P. H. Ronquette, R. M. W. G. Warburton, G. A. G. May, D. C. Doreilly, W. Waterhouse, C. E. Shields, M. M. Maas, C. T. Heston and F. Matson.

C. O. C. team:—R. Barr, J. D. Norris, R. Feston, L. A. Rose, R. A. Carvalho, J. V. Bragg, E. L. Bragg, W. H. Vives, P. Currie, H. H. Taylor and L. E. Amarr.

Reserve:—W. H. Waterson.

The following is the table up to date:—

Played Won Lost Draw Percent

Yorks 1 1 0 100.0

Civil Service 3 2 1 66.6

Remnants 5 3 2 60.0

R.G.A. 4 2 2 50.0

R.E. 5 2 3 40.0

Kowloon 6 2 4 33.3

Cragin-gower 4 1 3 25.0

H. K. Police 6 0 6 0.0

OTHER CRICKET.

WATSON'S vs. K.C.C. "A"

The Watsons' eleven will meet the K.C.C. "A" on the Kowloon side. Watson's will be represented by:—E. James, H. S. Spurge, J. R. Suter, O. S. Williams, J. Spittles, C. Johnson, J. A. Tarrant, E. Rapp, F. Rapp, N. Croucher and R. Phillips. Score: E. A. Dunrich.

K.C.C. "A" team:—Messrs. Kirke, Walling, D. J. McKenna, F. P. Sh. H. A. E. Goldsmith, J. Douglas, W. T. Elton, L. F. Brett, S. Moor, Capt. Ralphs and T. Chie.

LEAGUE FOOTBALL.

FIRST DIVISION.

Kowloon Football Club vs. Royal Engineers on the Kowloon ground at 4.30 p.m.

Royal Garrison Artillery vs. Hongkong Football Club on the Military ground at 4.30 p.m.

LEAGUE TABLE.

P. W. D. L. Pts.

Fuffs 9 8 1 0 17

R.E. 5 2 2 1 6

R.G.A. 5 2 2 1 6

Naval Yard 6 3 0 3 6

Kowloon 5 0 1 4 1

Hongkong 6 0 1 5 1

SECOND DIVISION.

8th Coy, Royal Garrison Artillery vs. the Boys' Own Club, on the Military Ground at 2.0 p.m. Referee: Mr. J. S. Spurge.

(Goal) White, (Back) Abbie and Hammers, (Half-back) Chew, Khan and Cordeiro, (Forward) Baptista, Jey, Carter, Chunnott and Heigh (Referee) Reserve Wing.

H.K. POLICE vs. E.H. COV. R.O.A.

This match was to have taken place yesterday afternoon but owing to the non-appearance of the military men the match did not come off. Should the decision be awarded to the Police it will be their first win of the season. After waiting a long time for their opponents to turn up, the Police put in a good afternoon's practice.

RUGBY.

HONGKONG FOOTBALL CLUB vs. THE ARMY.

The second match in the Challenge Cup series takes place tomorrow at Happy Valley between the Hongkong Football Club and the Army, kick-off 4.15 p.m. The following will represent the Club:—Full-back, H. G. Hegarty; Three-quarters, J. C. Robb, H. T. R. S. Robinson, A. E. W. and J. F. A. Gargor; Half-back, A. G. Clark and R. L. Shaw; Forward, A. G. Ravallia, W. Ross, D. G. Cheesman, S. Temp, J. C. F. Cunningham, J. Bell-Irving, A. Murdoch, H. W. Lester.

WHAT AMERICA HAS ACCOMPLISHED AT PANAMA.

OPTIMISTIC VIEWS OF MR. FULLERTON L. WALDO, F.R.G.S.

So many persons are interested in making it appear that the Panama Canal is getting on famously, and so many others would have us believe it next door to an ignominious failure, that we (Literary Digest) scarcely know to what or whom to pin our faith. An article contributed by a British authority, Fullerton L. Waldo, a Fellow of the Royal Geographical Society, to The Engineering Magazine (New York) comes to our timely aid. Mr. Waldo was on the Isthmus in January, 1907, and did not see it again until July, 1910. He is frankly enthusiastic about the progress made in three and a half years, but he assures us that paucity is apart from his purpose. His aim, he says, is merely to contrast what there was "to show for the money" three years ago, and what exists to-day "as a refutation of the scepticism of those who opposed the Isthmian waterway—a carping band of obstructionists and pull-backs now mostly stumped into silence."

"In January, 1907, there was one LONELY LIGHT STEAM-SHOVEL coragefully bulldozing into the hillside at Gatun, making a beginning of the excavation for the locks. Down below, a steam launch drowsed on the stagnant strip of water that represented what was left of the shallow channel dug for seven miles from the sea at Colon by the French. There was a palm-thatched native village, and a wooden gray Catholic church thrust its spire a little above the tallest fronds of the coconut-palms. The chocolate-brown Chagres swirled insolently down the middle of the wide green valley and otherwise there was scarcely a break in the ample expanse of greenery from hill to hill. There was a great many

UNTECHNICAL, AVERAGE PEOPLE here at home who asked doubtfully of every one who came from the Isthmus in those days, 'Do you really believe they are going to be able to put the canal through?' For his objection of the French failure still weighed heavily on the minds of many doubting Thomases, and the optimistic prophecies of the toilers on the spot seemed too good to be true."

So much for the status of the canal four years ago; now for what Mr. Waldo saw last July: "We ran all over the premises at Gatun, in division engineer's track-automobile; we climbed into and around the huge lock-chambers,

BREADED THE CHICKEN DUST of the concrete-mixers, and risked the third-rail system animated by the magnificent new power-house. It was hard to believe it was the same place as the site of the futile operations of the single shovel in 1907. The indignant Chagres, deserted since the first Spanish occupation, now roared seaward through a 300-foot spillway channelled through a mud in the middle of the dam site. Already the Gatun Lake has become a very considerable sheet of water, dotted here and there with a surviving clump of trees or an abandoned roof, and requiring the constant presence of one of the big dredges with living quarters as comfortable as those of a beach boat. The great, terraced lock-walls instantly challenged comparison with the work of the builders of the mausoleum of Choptoi. You could hardly understand how much concrete goes into these 'monoliths' as they are called, till you saw the barrels and bags stored in the sheds."

The masonry work for the first pair of locks will assuredly be completed by November. The floor of the second pair of locks is already prepared to receive the superstructure. The shovels are now grubbing 40 feet below sea-level to complete the necessary excavations for the third pair of locks—and this, it is expected, will be done by January."

It is scarcely necessary to recapitulate the dimensions of the great lockworks and the huge dam that is steadily rising at Gatun.

The dam itself is to be a mile and a half long, 100 feet wide at the top, and

100 FEET IN THICKNESS.

At the waterline. The crest will be 115 feet above the sea-level—hence 30 feet higher than the general surface of Lake Gatun.

"It has, of course, been found necessary to relocate the railroad to bring it around the artificial lake. That is why they have not entirely completed the double-tracking of the present line. . . . The railway at its highest will be 75 feet above the surface of the water. Through the Culbra Cut it will run along on the term only to feet above the canal. From the Pacific side of the cut (at Panama) it will parallel the canal to the shore—branching, of course, to the depot at Panama. Near Miraflores there is to be

A TUNNEL 731 FEET LONG.

The complete line will be 46.4 miles in length—shorter by a mile than the present route.

"Besides the Gatun Dam with the locks, the other great factor upon which the completion of the canal by 1915 depends, is of course, the Culbra Cut. A great deal of nonsense has appeared in print in the United States about the Cut—a bad and other slides. Reference to the 1909 Report of the Canal Commission will show that the engine is anticipated to do to the extent of about 4,000,000 cubic yards in the Central Division. They have now generously enlarged the estimate to 7,000,000. Suppose the completion of the canal should be delayed two months by these untoward happenings—what is two months when mankind has waited for four centuries? Standing on the wooden suspension-bridge thrown across the cut at Empire, one finds it hard to believe that the excavation of such staggering dimensions is the

WORK OF MAN.

aided by his own 'mechanical' extension of his powers. It seems as though it must be work of convulsive natural forces. If Nature here and there shows herself stubbornly opposed to the invasion of drill and shovel, the greater the eventual triumph of man over Nature. One of the slides occurred the night before we came to Culbra, and the next day

we saw a shovel, with dirt-trains in assiduous attendance,

FAT NO OUT THE HEART OF IT.

It was a big slide, a slide that worried the heads of the work, and yet no layman could have seen what there was to make such a fuss about. To read some of the assertions of journals, a 'cavalier reader' 2,000 miles from the spot would be almost sure to believe that the walls of the cut from top to bottom were caving in. On the spot, there seems to be practically nothing the matter."

The best assurance of the completion of the canal at the time assigned is, Mr. Waldo thinks, not the official report of the cubic yardage of the shovels, but the character of the working population itself. He goes on:

"There were good men on the Isthmus in 1907; plenty of them, with their souls in the work of their hands and the useful knowledge of the schools in their heads, plus the fruition of valuable experience elsewhere. But in 1910 the laborers in all particulars worthy of their hire are excessively in the majority, where formerly they were merely numerous. They have brought their families to the Isthmus, secure in the knowledge of

HAPPY SURROUNDINGS,

good schools, a generally moral environment, social divisions, and a thoroughly satisfactory commissariat. The number of gardens in three years, has increased greatly. The people really seem to care to make their door-yards beautiful. Panama begins to appear like home to them. They are not merely hiding their times in distance vile, until the six-weeks' annual vacation. Every kind of fraternal organization that flourishes in the United States has taken firm root upon the Isthmus. The baseball rivalry is as fast and furious as that of the steam-shovels. There is a splendid opera-house in the city of Panama, opened in November, 1908, with a brilliant performance of 'Aida.' Whereas there were but two automobiles three years ago the passing of the 'bessie buggy' to-day arouses no comment. The millions of vitrified brick have made Panama by all odds the best-paved city between the capital of Mexico and Buenos Aires."

There is no room for any but an optimistic opinion in the mind of every American as to the present and the future of the Panama Canal."

NO MORE SPHERES OF INFLUENCE IN CHINA.

MR. STRAIGHT'S WORK IN PEKING.

According to a despatch to the Jiji the first thing to be attended to by Mr. Straight at Peking is the arrangement of the details of the loan contract, and the negotiations will be opened with the Chinese authorities in regard to the contract made in London between the capitalists of the four Powers. He observes that the contract in question is simply arranged among the bankers, and has

NO POLITICAL SIGNIFICANCE,

it being a private concern. He also says that the contract presupposes the future development of China and friendly understandings of foreign financiers in the Middle Kingdom. As those sharing in the contract include special financiers of various Powers, he concludes, his contract closes the era in which the Powers have enjoyed spheres of influence in China.

In reference to the establishment of the Japan-China Bank Baron Takahashi of the Specie Bank is reported to be opposed to it. Although the Japanese in China, he is reported by the Japan Advertiser as saying, attack the feasibility of the Specie Bank and plead the

IMPERFECT CONDITION OF THE MONETARY ORGAN

for the Colonies, the regulations of the Specie Bank do not allow the Bank to take active steps in mortgage of real estate and other business connected with real estate. Therefore, should the Specie Bank regulations be improved in such a way as to meet the necessity felt in China all complaints against the Bank will be swept away.

Mr. Shiraiwa and others who are interested in the Chinese trade speak to the following effect:—The Specie Bank commenced advances on real estate with a capital of ¥3,000,000, but has not advanced more than ¥170,000. The way the officials of the Specie Bank do business is

TOO CONSERVATIVE.

In fact they are subject to official red tape. To take an instance, when the Shanghai branch of the Mitsui Bussan applied for a loan of ¥300,000 the Bank was very slow about the matter, even to the point of the standing of the Mitsui's. Each being the case unless there is a change in the system of the Bank it will be next to impossible to progress with the time. We do not see any reason why they should object to the establishment of the Japan-China Bank.

MITSU BISHI DOCKYARD.

PROPOSED ENLARGEMENT OF DOCK.

It is reported that the Mitsui Bishi Company contemplates enlarging No. 3 Dock, Nagasaki, in order to provide docking facilities for large vessels which may be built at the Dockyard or which may trade to the Far East. The dock in question, however, says the Nagasaki Press, can accommodate the G.N. 85, *Mitsubishi*, which is the largest vessel now trading in the Pacific, with seventy feet in spar, and it does not seem probable that a larger dock will be required for many years to come. The only merchant vessels in service which could not be docked at Nagasaki are the *Lusitania* and *Mauretania*. It is also stated that large warehouses and workshops will be erected on land which is now being reclaimed at Akunoura.

ACCORDING TO THE *Nippon Yumyo*, the Ministry of Marine proposes to enter into a contract for fifteen years with Messrs. John Brown and Co. for equipping and improving the work-shops of the port of Nicolait, says Renter from St. Petersburg.

COMMERCIAL.

16th December, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	5/
Anglo-Javas	11s. 7
Anglo-Malays	24/-
Balgowles	8s. 75
Bentams	6/6
Carey United	17/6 prem.
Castlefields	110/-
Changkat Serdangs	58s
Cheras (part paid)	8 prem.
Do (fully paid)	5.8
Damansaras	152/6
Eastern Internationals	13/- prem.
Glenahlys	2s. 00
Hilghlands and Lowlands	107/6
Indragiris	5s. 13
Kamunings	5/- prem.
Kuala Lumpur	165/-
Ledbury's	72/-
Liggis	47.3
London Asiatic	13/-
London Ventures	5/-
Mellmans	5/-
Pejams	51s
Pegohs	53s
Rubber Trusts	17/- prem.
Sandycrofts	520
Sepongs	37/-
Spelfields	140/-
Shelfords	73/0
Singapore & Johore	51s
Sungai Chobos	91/6
Sungai Kapars	14/-
Tangkabs	30/-
Toeranglo	par
United Serdangs	112/6
United Singapore	51s
United Sumatras	8/3
United Langkats	90/-
Duffs	10/-
Troobas	34/6
Para Rubber	51s per lb.

Trench Mines have declared a dividend of 7/- per share.

MORO PROVINCE FAIR.

COMING EXHIBITION AT ZAMBOANGA.

We have received from Mr. John A. Hackett, Jr., Chairman of the Publicity Committee in connection with the above Fair to be held at Zamboanga February 7-14, 1911, the following communication by way of "boasting" the forthcoming Philippines Carnival:—

The Fair will afford a rare opportunity for a week's pleasure and benefit in studying the great resources of Moroland, the Gem of the Orient. The fame of the Moro country has gone forth over all the world, from the romantic days of the Spice Islands and the discoveries of Magellan to the present.

The past decade of American occupation has developed the interesting fact that the Customs receipts have grown from P25,063 36 to P2,541,06, while the exports for the fiscal year 1910 were P3,410,713.33, and the exports for the first quarter 1911 have increased more than one hundred per cent. over the same period of last year. Yet we stand to-day only at the threshold of a great and prosperous future in the development of our natural resources. The forests are rich in valuable timber, the mountains contain mineral wealth, and the deep, alluvial soil of the well-watered valleys and tablelands await the coming of the farmer and the cattleman.

Among the industries which have been developed beyond the experimental stage are rubber, lumber, hemp, coconuts, cattle, rice, coffee, sapoka, pearl, sponges and fisheries. Large areas of unoccupied land are especially adapted for the growing of rubber, hemp, coconuts, sugar, coffee, rice, and cattle raising.

The cultivation of rubber has demonstrated beyond a doubt that our soil and climate are peculiarly suitable for this profitable industry.

Our rich soil, healthful climate and cool nights are proverbial.

Our shipping facilities are ample for present needs, with steamers from Manila, Hongkong, Singapore and Australia. The opening of the Panama Canal in 1915 will place Zamboanga on the great Pacific route from Panama to the Straits Settlements, Hongkong and Manila.

Agriculturalists, commercial houses and manufacturers should come in contact with the producing possibilities of the Moro Province.

Come to the Fair and study the industries, products and novelties as presented by modern methods and those of the wild tribes. Amusements of every description will be afforded. Field tournaments by the Army, sham battles, rough riding, ball games, packers' contests, etc. The peaceable and picturesque wild tribes will be in evidence with their brass, cloth, weapons and games.

Applications for space for exhibits, amusements, etc., should be made to the Secretary, Committee on Concessions, Moro Province Fair, Zamboanga, P. I.

THE FESTIVE SEASON.

EVERYTHING is ready for CHRISTMAS at the BRITISH-AMERICAN CANDY STORES, No. 15, Pottinger Street. CANDIES of every description, XMAS CRACKERS and STOCKINGS can be had at very reasonable prices.

All kinds of PRESERVE FRUITS, JAMS, &c., &c., can also be had on the premises.

Thousands of other dainty things suitable for Xmas and New Year Presents are ready for sale. Parents would do well to take their "Kiddies" to the store, where they can be sure of finding good things to suit all tastes.

Hongkong, 9th December, 1910. [750]

To-day's Advertisement.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain Hood, will be despatched as above on SATURDAY, the 7th January, 1911, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th December, 1910. [759]

Events Coming.

Friday, 16th December, Bijou Scala Theatre, 9 p.m.

Tuesday, 20th December, "At Home," Government House, Sanitary Board Meeting.

Wednesday, 21st December, Hongkong Philharmonic Society Concert.

Wednesday, 22nd December, St. Joseph's College, Prize Distribution.

Friday, 23rd December, Police Ball.

Saturday, 24th December, Boxing at City Hall, 9 p.m.

Monday, 26th December, Volunteers Field Day.

WEDNESDAY,

December 21st,

9.15 p.m.

PHILHARMONIC CONCERT THEATRE ROYAL. Booking at Messrs. LANE, CRAWFORD & Co. [760]

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARES, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable.

Hongkong Hotel Buildings. [733]

IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR who have experience and expert knowledge. If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,

Hotel Buildings, Hongkong. Established 1867. [719]

CHRISTMAS PRESENTS for your friends.

We supply Special Xmas Cases of Wines

and Spirits according to your own requirements, at specially reduced rates for THIS SEASON only.

H. PRICE & CO., LTD.,

12, Queen's Road Central,

State Express Cigarettes and Tobacco,

10% DISCOUNT FOR XMAS SEASON.

Hongkong, 16th December, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Montagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 443.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	SATURDAY, 17th Dec., Noon.
SHANGHAI via SWATOW	"CHOYSANG"	SATURDAY, 17th Dec., Noon.
SHANGHAI	"LOKSANG"	SUNDAY, 18th Dec., Daylight.
SINGAPORE, PENANG & CALUTTA	"NAMSANG"	TUESDAY, 20th Dec., 3 P.M.
MANILA	"WINGSANG"	SATURDAY, 24th Dec., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kailash," "Namang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also on board for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Vancouver, Port, Ghafo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 315.

Hongkong, 16th December, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	17th Dec., Midnight.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	19th " 4 P.M.
LIAN PORTS	"CHIHUI"	20th " 10 A.M.
HAIPHONG	"KABU"	20th " Noon.
SWATOW, AMOY & SHANGHAI	"SUOGKIANG"	20th " 4 P.M.
ILOILO & CEBU	"TAMING"	20th " 4 P.M.
MANILA & CEBU	"SZCHUEN"	20th " 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"KAIPONG"	21st " 4 P.M.
ILOILO & CEBU	"CHENAN"	21st " 4 P.M.
SHANGHAI	"CHENAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

Hongkong, 16th December, 1910.

19

HONGKONG—PHILIPPINES.

PHILIPPINE STEAMSHIP COMPANY.

Steamship, Tons, Captain, For, Sailing Dates.

RUBI 4000 S. Crosby MANILA, ILOILO & CEBU WEDNESDAY, 21st Dec., 4 P.M.

LAZARO 4000 E. Rice MANILA, ILOILO & CEBU WEDNESDAY, 28th Dec., 4 P.M.

For Freight or Passage, apply to

SEBWAN TOMES & CO.

General Agents.

Telephone No. 14.

Hongkong, 8th December, 1910.

14

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 28th Dec., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	—	TUESDAY, 10th Jan., 1911, Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO (DIRECT)	"YERIMO MARU"	SATURDAY, 17th Dec., at 5 P.M.
TAMSOI via SWATOW and AMOY	"DAIOI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING and SWATOW via AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th December, 1910.

S. HIROI, Manager.

16

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MISHIMA MARU," Capt. A. E. Moses, Tons 9000 "KAWAUCHI MARU," Capt. H. Peterson, Tons 7000 "KAGA MARU," Capt. M. Hagino, Tons 7000	WEDNESDAY, 21st Dec., at Daylight. TUESDAY, 27th Dec., P.M. WEDNESDAY, 4th Jan., at Daylight.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"SADO MARU," Capt. S. Hiradahl, Tons 7000 "INABA MARU," Capt. K. Kawara, Tons 1000 "TAMBA MARU," Capt. K. Sato, Tons 7000	SATURDAY, 31st Dec., From KOBE. TUESDAY, 3rd Jan., at Noon. TUESDAY, 31st Dec., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU," Capt. T. Saito, Tons 5000 "NIKKO MARU," Capt. M. Yagi, Tons 5000	THURSDAY, 22nd Dec., at Noon. FRIDAY, 20th Jan., Noon.
BOMBAY via SINGAPORE & COLOMBO	"HAKATA MARU," Capt. A. Mocker, Tons 7000	TUESDAY, 27th Dec., at Noon.
KOBE and YOKOHAMA	"HITACHI MARU," Capt. N. Matheson, Tons 7000	THURSDAY, 22nd Dec., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU," Capt. M. Yagi, Tons 5000	WEDNESDAY, 21st Dec., at Noon.
SHANGHAI, MOJI & KOBE	"BOMBAY MARU," Capt. N. Terazaki, Tons 5000	TUESDAY, 28th Dec., at Noon.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. † Omitting Penang. ‡ Call at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
Miyasaka Maru	9,000	15th Feb.	To London, per New Steamer 1st class Single... 450
Kitano	9,000	1st March	" " " 2nd class Single... 350
Iyo	7,000	15th "	" " " 1st class Single... 500
Hirano	9,000	29th "	" " " 2nd class Single... 350
Tango	8,000	12th April	" " " 1st class Single... 500
Kamo	9,000	26th "	" " " 2nd class Single... 350
Aki	7,000	10th May	" " " 1st class Single... 500
Mishima	9,000	24th "	" " " 2nd class Single... 350

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
Awa Maru	7,000	28th Feb.	To Pacific Coast Common Points 1st class Single... 450
Inaba	7,000	28th March	" " " 2nd class Single... 350
Tamba	7,000	25th April	To London via New York 1st " " " 450
Awa	7,000	23rd May	" " " 2nd " " " 350

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAL and SOUTH AFRICAN PORTS.)

THE Steamship "HIMALAYA."

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th December, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for Franco and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya* due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT,

Superintendent.

Hongkong, 12th December, 1910.

14

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Lahad Datu, Labuan, Jolo and Menado.

THE Steamship "BORNEO."

Captain F. Sembill, (ready to load on Friday p.m.) will leave on SATURDAY, the 17th inst., at 11 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 15th December, 1910.

17

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "SIKH" will sail on or about 17th December.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 13th December, 1910.

16

THE "INVER" STEAMSHIPS, LIMITED.

FOR NEW YORK.

THE Steamship "INVERLYDE."

Captain J. C. Alexander, will be despatched as above about 20th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 8th December, 1910.

1749

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, On or about

Victoria 6,233 F. S. Cowley 1910

Kumera 6,233 G. B. McGill 17th Jan. 9th Feb.

Calling at Amoy and Keelung if sufficient independent offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings, Hongkong, 9th November, 1910.

16

Consignees.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "COBLETZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th of December, at 9.30 A.M. All Claims must reach us before the 21st of December, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 13th December, 1910.

17

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship "PEMBROKESHIRE."

having arrived from the above port, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

Goods not cleared by the 17th instant, at 6 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 17th inst., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

Optional Goods will be carried, on unless instructions are given to the contrary before steamer's arrival.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th December, 1910.

1754

AMERICAN-ASIATIC S. S. CO. NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Company's Steamship "INDRADEO."

Captain W. H. Lee, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, at Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 15th December, 1910.

1756

FROM EUROPE.

THE H. A. L. Steamship "SCANDIA."

Captain von Dörren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kow

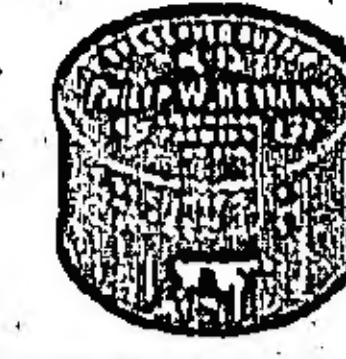
SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$50,000	\$2,029.30	\$2 for first half year ending 30.6.10 @ 2 1/2 1 1/2 = \$22.45	5 %	{920 sellers \$280.
National Bank of China, Limited	99,995	£7	£6	\$4,000 \$100,000	\$10,552	\$2 (London 1/6) for 1909		\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 1.68 606 \$10. 181	none.	\$15 for 1909	8 1/2 %	\$185
North China Insurance Company, Limited	10,000	£25	£5	\$1,000,000 Tls. 221,000 Tls. 208,044 Tls. 137,308	Tls. 205,119	Final div. of 7 1/2 % for '09 making 15 % in all...	5 %	Tls. 150 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$109,248 \$105,249 \$71,985	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	7 %	{827 1/2 \$150 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$194,405 \$199,164	\$77,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	11 1/2 %	\$150 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,348 \$61,168	\$418,400	\$6 and bonus \$2 for 1908	7 %	\$110
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000 \$81,153	\$426,218	\$27 for 1908	8 %	{360 \$150 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$57,743 \$530,000 \$100. 89	Dr. \$3,777	\$12 for 1908		\$8
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$500,000	Nil.	\$1 for year ending 30.5.1908		\$20 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500 \$75,765 \$15,491	\$20,766	Dividend of \$1 1/2 for 30.5.10	8 1/2 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	50,000	£5	£5	\$138,100	15,161	{3 1/2 % on Preferred shares only for 1910		\$56 sellers
Do. (Deferred)	50,000	£5	£5	\$138,100	15,161	Final div. of 2 1/2 per sh. (coup. 14) making in all 4 1/2 per sh. for '09 & aa int. div. of 12 per sh. on ac. for '10	5 %	\$21- sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$100,000	192,994	A dividend of 7 1/2 % for year ending 30.4. 1910	5 %	\$23
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$71,850 \$69,681	11,159	A bonus of 1 % for year ending 30.4. 1910	6 %	\$21 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$81,620	Dr. \$8,090	\$5 for half year ending 30.6. 1910	6 %	\$124
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 11,158.9	\$1 for 1899		\$22 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$215,000 \$12,289	\$1,435	Final div. of 1/4 for the year 1910 making 15 % (coupon No. 15)	9 %	Tls. 151
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year		Ps. 10
Raub Australia Gold Mining Company, Limited	150,000	£1	£1	£4	none	\$1 per share 1910 dividend	5 %	\$44 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15		\$370
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.10		\$5
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$150,000 \$11,093 \$40,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$51 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,214 \$12,000,000	\$1,157	3 1/2 % for half year ended 30.6. 1909		\$54 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,216	Final of Tls. 2 1/2 making Tls. 6 in all for year 1904-1910	8 %	Tls. 67 1/2
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 200	Tls. 100	Tls. 607,157 Tls. 50,000 Tls. 251,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 97 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$1,300	Tls. 4,314	Tls. 6 for year ending 27.2.10	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,404	\$1,404	8 1/2 % for 1909	8 %	\$121 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$14,073	\$1,477	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	6 %	\$107 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$550,000 \$10,945	\$5,471	Interim of \$3 1/2 for 1910	7 %	\$165
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$15,536	\$1,9	45 cents for 1909	6 %	\$6
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	\$2 1/2 for 1909	8 %	\$33
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,250,045 Tls. 30,000	Tls. 62,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 105
West Point Building Company, Limited	22,500	\$50	\$50	none	\$1,950	Interim of \$1.80 for 1910	8 1/2 %	\$39
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10,991	Tls. 2 1/2 for year ending 31.10.09	8 1/2 %	Tls. 57 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,098 \$1,100	\$9,551	50 cents for year ending 31.7.08		\$44
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 50
Loan-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,839	Tls. 6 for 1909	10 %	Tls. 48 1/2
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 31,179	Tls. 11,171	Tls. 35 for 1909	17 %	Tls. 147 1/2
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$10,000	\$648	15 % per share for 1909		\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1909	6 1/2 %	\$91 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$10,242	60 cents for year ended 28.2.06		95 cents
Do. Do. (Special shares)	50,000	\$5	\$5	\$100,000	\$2,608	80 cents for 1909	10 %	\$71 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000 \$1,000	\$1,890	\$1.20 for year ending 31.7.09	7 %	\$178
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$13,000	\$2,390	Interim of 15 cents per share for 1910	10 %	\$34 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$50.00	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$24 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	\$20 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000	\$5,616	Interim of \$1 per share for 1910	6 %	\$125 sellers
Hongkong Ice Company, Limited	4,000	\$25	\$25	\$40,000	\$9,770	Interim of \$1 per share for 1910	9 %	\$13 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 61,924	Tls. 116,682	3rd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 %	Tls. 105
Maatschappij of Mijne, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	G \$10	G \$10	\$20,000	\$1,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$113 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None	5 %	\$113 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	none	None		\$8
Philippine Company, Limited	75,000	\$10	\$10	Tls. 21,840 Tls. 100,000	Tls. 5,250	No dividend this year	3 %	Tls. 105
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year		\$30 sellers
Societe des Papiers et Papeteries du Tonkin	13,200	50 Halphong Nominal	50 Halphong Currency	none	none	None		\$800 Hongk currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	8 %	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$27,860	10 % for year ending 31st May 1910	8 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,056	none	60 cents for year ending 31.12.03	5 %	\$14 sales
United Asbestos Orienta Agency, Limited	10,000	\$10	\$5	\$46,000	\$143	15 % per ordinary sh. for year ended 31.5.10	5 %	\$14 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	15 cents for 1909		\$3
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$100,000 \$5,000	\$2,011	1 % for 1909		\$3
William Powell, Limited	25,000	\$7	\$7	none	\$78	None		\$3

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